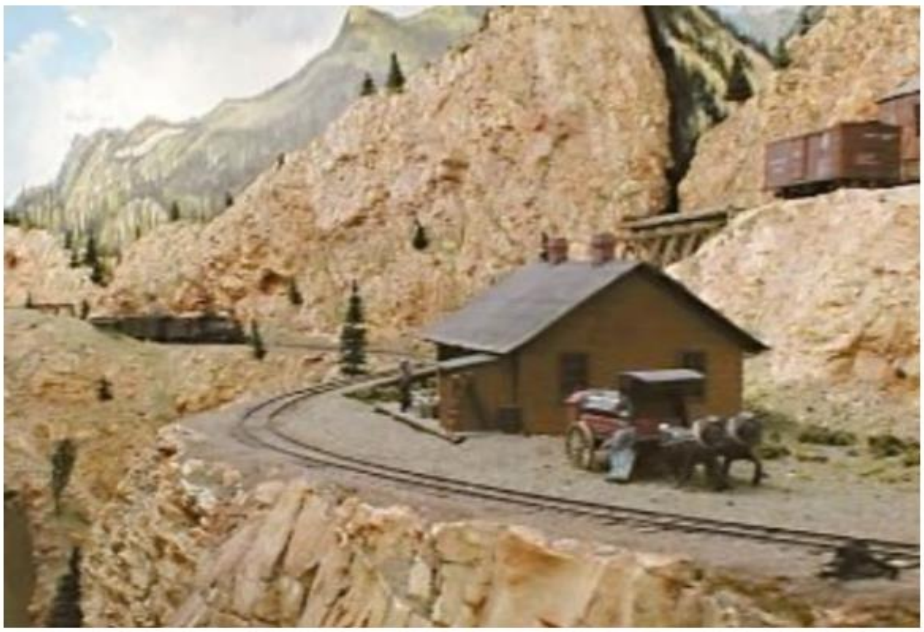
MMR_0390 Randolph Meyer "Randy"

Randy Meyer Canyon & Rocky Mountain RR



Randy Meyer, MMR has build am Sn3/S DRGW in the Colorado mountains. Freelanced 26' x 54' layout based on DRGW. The layout runs from dual gauge Salida to the Red Mountain & Irontown. Scenery at places is from layout to ceilings. The corners and ceilings all have curved corners. Layout is built using a John Armstrong drawn track plan. Layout features narrow gauge mountain railroads with helper locomotives. Nine switching locations add interest to the operation. Powered by Digitrax DCC.

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Winter 1994: MCoR Gateway Division: Column: From the Dog House by Randy Meyer

This is my first column as Gateway Division Superintendent. I would like to start by thanking the membership for their votes. In the coming year as your representative, I will do my best to carry out your wishes.

Some of you may be wondering about the title of this column. A "dog house" was a shelter for the head-end brakeman. It was found behind the oil or coal bunker on a steam locomotive tender. This was especially true on the Denver and Rio Grande Western's K-class narrow gauge engines.

I see the Superintendent's position similar to the head end brakeman, being at the head of the train, but guided by the wishes of the membership. There are five goals that I have for the coming year. All five goals have been proposed by the membership. The first is to increase attendance and membership in the Division.

The second is having a non-railroad night out for our significant other. The third is the initiation of an "open loads" contest at the NMRA table at local swap meets. The fourth is making preparations for our first two-day Division Meet. The last goal is the presentation of a bid to the NMRA for the 1999 National Convention.

The last item may come as a surprise to those of you who were not at the December 20th and later meetings. At that meeting, a proposal was made and passed that the Division make a bid for the 1999 National Convention. When I contacted Mr. James Williams the next day, I was informed that a letter of intent had to be mailed by December 31, 1993.

The letter had to have at least twenty-five NMRA member's signatures. This initiated a frenzied effort on the part of myself and other Division members to get the letter typed and distributed to as many people as possible.

I would like to thank Chris Thies, Hank Kraichley, Phil Sheahan, Dave Reid at Hobby World, and Bob Wohlschlaeger at Tinker Town for their help in getting more than thirty names. The letter was mailed December 31, 1993. Thanks for your support, happy railroading, and call me if the mood strikes.

Randy Meyer